

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Canceled)

2. (Currently amended) The A damper device according to claim 1, comprising:

a first baffle capable of opening or closing a first opening portion by turning about its axis;

a second baffle capable of opening or closing a second opening portion by turning about its axis;

a common drive source for driving the first baffle and the second baffle and a gear train by which the output from the drive source is transmitted to the first baffle and the second baffle;

a first rotary shaft driven by the gear train for driving the first baffle; and

a second rotary shaft driven by the gear train for driving the second baffle,

wherein the first rotary shaft and the second rotary shaft are arranged to be extended from positions adjacent to each other on the gear train toward one side in an axial direction of the gear train, and

wherein the first baffle closes one side of a third opening portion when the first baffle is turned so as to open the first opening portion.

3. (Original) The damper device according to claim 2, wherein the second baffle closes the other side of the third opening portion when the second baffle is turned so as to open the first opening portion.

4. (Original) The damper device according to claim 3, further comprising a partition portion provided with the third opening portion and arranged at a position which substantially equally divides an angle formed by a closed face of the first opening portion and a closed face of the second opening portion.

5. (Currently amended) ~~The A~~ damper device according to claim 1, further comprising:

a first baffle capable of opening or closing a first opening portion by turning about its axis;

a second baffle capable of opening or closing a second opening portion by turning about its axis;

a common drive source for driving the first baffle and the second baffle and a gear train by which the output from the drive source is transmitted to the first baffle and the second baffle;

a first rotary shaft driven by the gear train for driving the first baffle;

a second rotary shaft driven by the gear train for driving the second baffle,

wherein the first rotary shaft and the second rotary shaft are arranged to be extended from positions adjacent to each other on the gear train toward one side in an axial direction of the gear train;

a case, in which the common drive source and gear grain are disposed inside, and

a frame having a first partition portion provided with the first opening portion, a second partition portion provided with the second opening portion, and a third partition portion provided with a third opening portion,

wherein the first partition portion and the second partition portion are respectively formed so as to extend on right and left sides, and the third partition portion are extended from a boundary portion between the first partition portion and the second partition portion.

6. (Original) The damper device according to claim 5, wherein the first rotary shaft and the second rotary shaft are respectively rotatably supported on either side of a root portion of the third partition portion.

7. (Original) The damper device according to claim 6, wherein the common drive source is a stepping motor capable of rotating in both directions to turn the first baffle and the second baffle in the open direction or the close direction.

8. (Original) The damper device according to claim 7, further comprising:  
at least one reduction gear;  
a driving gear rotated by the reduction gear; and  
two sector gears turned by the driving gear, and the two sector gears  
respectively turn the first rotary shaft and the second rotary shaft.

9. (Original) The damper device according to claim 5, further comprising  
buffer members provided on either side of surrounding parts of respective openings  
or respective baffles in order to ensure air tightness when respective baffles close  
respective opening portions.

10. (Canceled)

11. (Currently amended) ~~The A~~ damper device according to claim 10,  
comprising:

a first baffle capable of opening or closing a first opening portion by turning  
about its axis;

a second baffle capable of opening or closing a second opening portion by  
turning about its axis;

means for driving the first baffle and second baffle;

a common drive source for driving the first baffle and the second baffle and a  
gear train by which the output from the drive source is transmitted to the first  
baffle and the second baffle;

a first rotary shaft driven by the gear train for driving the first baffle; and  
a second rotary shaft driven by the gear train for driving the second baffle,  
wherein the first rotary shaft and the second rotary shaft are arranged to be  
extended from positions adjacent to each other on the gear train toward one side in  
an axial direction of the gear train, and

wherein the first baffle closes one side of a third opening portion when the  
first baffle is turned so as to open the first opening portion.

12. (Original) The damper device according to claim 11, wherein the second baffle closes the other side of the third opening portion when the second baffle is turned so as to open the first opening portion.

13. (Original) The damper device according to claim 12, further comprising a partition portion provided with the third opening portion and arranged at a position which substantially equally divides an angle formed by a closed face of the first opening portion and a closed face of the second opening portion.

14. (Currently amended) ~~The A~~ damper device according to claim 10, further comprising:

a first baffle capable of opening or closing a first opening portion by turning about its axis;

a second baffle capable of opening or closing a second opening portion by turning about its axis;

means for driving the first baffle and second baffle;

a common drive source for driving the first baffle and the second baffle and a gear train by which the output from the drive source is transmitted to the first baffle and the second baffle;

a first rotary shaft driven by the gear train for driving the first baffle;

a second rotary shaft driven by the gear train for driving the second baffle,

wherein the first rotary shaft and the second rotary shaft are arranged to be extended from positions adjacent to each other on the gear train toward one side in an axial direction of the gear train;

a case, in which the means for driving is disposed inside; and

a frame having a first partition portion provided with the first opening portion, a second partition portion provided with the second opening portion, and a third partition portion provided with a third opening portion,

wherein the first partition portion and the second partition portion are respectively formed so as to extend on right and left sides, and the third partition

portion are extended from a boundary portion between the first partition portion and the second partition portion.

15. (Original) The damper device according to claim 14, wherein the first rotary shaft and the second rotary shaft are respectively rotatably supported on either side of a root portion of the third partition portion.

16. (Original) The damper device according to claim 15, wherein the common drive source is a stepping motor capable of rotating in both directions to turn the first baffle and the second baffle in the open direction or the close direction.

17. (Original) The damper device according to claim 16, wherein the means for driving includes at least one reduction gear, a driving gear rotated by the reduction gear, and two sector gears turned by the driving gear, and the two sector gears respectively turn the first rotary shaft and the second rotary shaft.

18. (Original) The damper device according to claim 14, further comprising buffer members provided on either side of surrounding parts of respective openings or respective baffles in order to ensure air tightness when respective baffles close respective opening portions.

19. (Currently amended) A method for creating a damping effect comprising:  
opening or closing a first opening portion  
opening or closing a second opening portion  
driving a first baffle by a first rotary shaft driven by a gear train;  
driving a second baffle by a second rotary shaft driven by the gear train; and  
arranging the first rotary shaft and the second rotary shaft to be extended from positions adjacent to each other on the gear train toward one side in an axial direction of the gear train; and

closing one side of a third opening portion when the first baffle is turned so as to open the first opening portion.

20. (Canceled)